



# State of Utah

DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF OIL, GAS AND MINING

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October 22, 1997

TO: Minerals File

FROM: Tony Gallegos, Reclamation Engineer *AGG*

RE: Site Inspection, Interstate Brick, Koosharem Mine, M/031/002, Piute County, Utah

Date of Inspection: September 4, 1997  
Time of Inspection: 1050 - 1315  
Conditions: partly cloudy, fair, recent rains  
Participants: Don Fullmer, Mark Fullmer (principal lease holder); Tony Gallegos, Lynn Kunzler, DOGM

Purpose of Inspection: To examine the current site disturbance in consideration of a permit transfer

The site is accessed via the USFS Lower Box Creek Road (Road #069) which turns off highway 62 south of Greenwich.

We began the inspection at the mine access road coming off the USFS road. We met Mr. Don Fullmer and his son Mark at the mine site. Mr. Fullmer is the holder of the lease with Interstate Brick Company as the sub-lessee. The area had recently received some rain and the ground was saturated. A section marker for the corner of Sections 1, 2, 11 and 12 is located east of the main fork in the mine access road. Using this section corner we marked the approximate location of the east-west line on the southern end of 2. We sketched in the approximate section lines on the map included in Division files as "Attachment A" to the reclamation surety and used this map for comparison of the current site disturbance.

The disturbances located in Section 11 are on USFS land. According to Mr. Fullmer, the USFS did not require any additional reclamation of these disturbances. Mr. Fullmer believed the USFS released a bond posted by Interstate Brick Company in the early 1970's for those disturbances in Section 11. Discussions with Mr. Lynn Findley of the USFS on October 1, 1997 indicated that Section 11 had last been operated by Fire Clay Minerals and that they (USFS) were satisfied with the reclamation and had released the surety a few years ago. The current reclamation surety posted for this operation by Interstate Brick Company is a surety bond in the amount of \$37,300 for 15 acres of disturbance. The last reclamation estimate was calculated by the Division in 1991 was \$20,300 in terms of 1996 dollars for a disturbed area of 6.5 acres.

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There were several differences between the current disturbances at the site and those disturbances shown on the Attachment A map. The section line for Section 2 runs parallel with the access road to the truck scale shown on the map. The truck scale shown on the map was not at the site. The feature labeled on the map as "highwall area from past mining" is located on USFS lands. The features labeled as "spoil piles" on the map are also on USFS lands. We examined the disturbances at the northern end of the site. The "topsoil stockpile" was not located as shown on the map. The feature shown on the map as the "stockpile/reload pad" was present at the site. The area identified on the map as "present mining area" was a regraded sloped area. A highwall is currently present on the northeast corner of the site with what appears to be a stockpile of topsoil located adjacent and east. There is a smaller highwall section around a small knob located south of the main highwall with an area of soils and possibly waste ore bulldozed to the east. The actual location of the topsoil pile, bulldozed soil, and waste ore appear to be located outside of the border shown on the map. After walking the general perimeter of the Section 2 disturbances, the overall width and length of the currently disturbed area were measured with the hip chain. The Section 2 disturbances without some of the access road could be approximated by a rectangular area 375 feet by 660 feet, or 5.7 acres. Photographs were taken of the current disturbances from several vantage points. Mr. Fullmer was also taking photographs of the site using a digital camera system. Photographs of the current disturbances located on USFS lands in Section 11 were also taken.

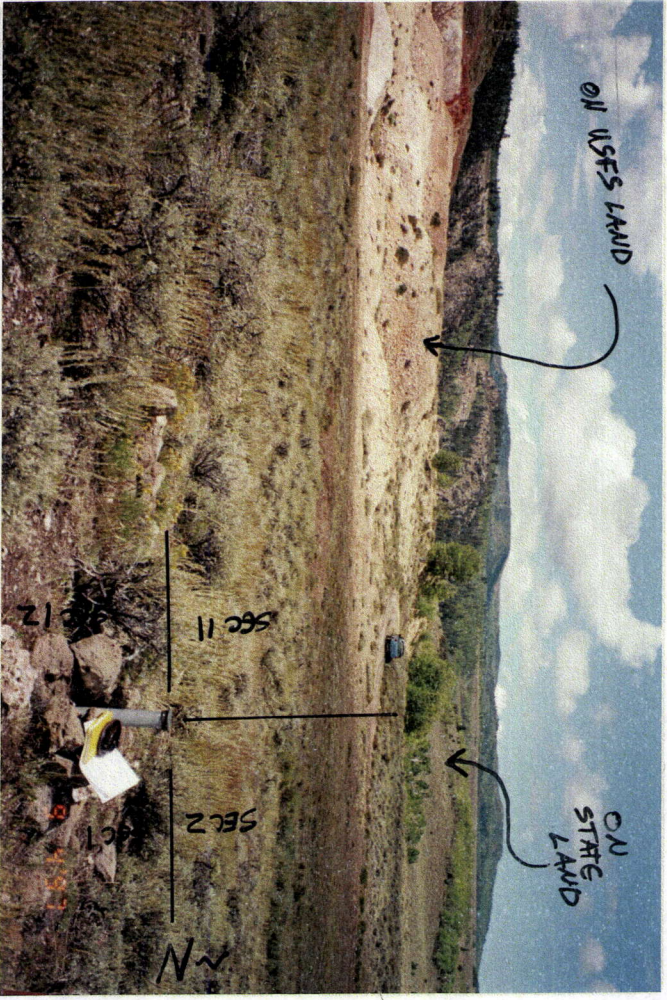
While at the site we discussed the lack of salvaged topsoil for the current disturbance. It is likely that this mine was in operation prior to the reclamation requirements and, therefore, topsoil salvage was not practiced. This topsoil deficiency may affect the success of revegetation efforts. We will need to review the permit to determine if these variance issues were addressed. Topsoil will need to be salvaged from undisturbed areas which will be mined in the future.

In conclusion, the Division will need to review the original permit for variances, evaluate the current reclamation cost estimate and adjust the estimate as needed.

jb  
cc: Don Fullmer, Lessee  
Jerry North, Interstate Brick  
John Blake, SITLA (ML-27110)  
m31-02.ins



M/03/002 KOOSHAREM





W/031/003 KOZHYBEM



W/031/002

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M/031/002 KOOSHAREM - USES DISTURBED AREA





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KOONATHAM

- 1722 DALLAS RD







W\021\005 K0024R0W



M/031/002 KOOSTAREM





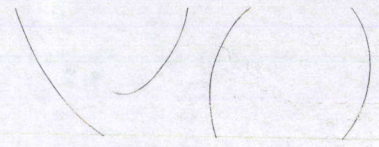
M/031/002 KOOSHAREM



DISURBANCE ON USES







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M/031/005

FILE IN M/031/002

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BEYOND KOOSHAREM PIT

FILE IN M/031/002

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FILE IN M/031/002

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FILE IN M/031/002

- EXISTING DISTURBANCE ON ROAD BEYOND  
KOOSHAREM PIT

- EXISTING DISTURBANCE IN AREA